

MORNING APPEAL.

TUESDAY, FEBRUARY 15, 1879

REPORT OF THE VIRGINIA AND TRUCKEE RAILROAD FOR 1878.

In the Territorial Enterprise for Sunday appears a printed copy of the first report ever made by any of Mr. Mills's railroad companies in this State. There are nine other reports still delinquent, that is to say from 1869 to 1877, inclusive. The MORNING APPEAL having made the first demand ever made upon the "local" roads for a statement of their affairs, and this report having followed that demand, it may be fairly assumed that we have "smoked 'em out."

In order to have, in the outset, a clear and definite apprehension of the reports required of the "local" railroads, we herewith reproduce the section of the general Railroad Statute which calls for annual reports from the railroads:

Sec. 44. Every such railroad corporation shall make an annual report to the Secretary of State of the operations of the year ending on the thirty-first day of December, which report shall be verified by the oaths of the President or acting Superintendent of operations, the Secretary and Treasurer of such corporation, and filed in the office of the Secretary of State by the twentieth day of January in each year, and shall state: First—The capital stock and amount actually paid in. Second—The amount expended for the purchase of lands for the construction of the road, for buildings, and for engines and cars respectively. Third—The amount and nature of its indebtedness, and the amount due the corporation. Fourth—The amount received from the transportation of passengers, of property, of mails, express matter, and from other sources. Fifth—The amount of freight, specifying the quantity in tons. Sixth—The amount paid for repairs of engines, cars, buildings and other expenses, in gross, showing the current expenses of running such road. Seventh—The number and amount of dividends, and when paid. Eighth—The number of engine houses and shops, of engines and cars, and their character.

Section fifty-five of the said Act reads as follows:

Sec. 55. If any certificate or report made, or public notice given, by the officers of such company, in pursuance of the provisions of this Act, shall be false in any material representation, all the officers who shall have signed the same shall be jointly and severally liable for all the debts of the company while they are stockholders or officers thereof, and shall likewise be guilty of a misdemeanor, and shall be fined in any sum not exceeding one thousand dollars, in any court having jurisdiction, and be disqualified from holding any office of trust or profit in such company.

The report made in compliance with the law and published, as before noted, in the Enterprise, is herewith presented:

To the honorable the Secretary of State of Nevada:—According to law, I beg to submit herewith the annual report of the operations of the Virginia and Truckee Railroad Company for the year ending December 31, A. D. 1878:

Amount of capital stock	\$80,000.00
Amount expended for the purchase of lands, etc., and construction of road, as follows, viz:	
Construction	\$3,695,380.82
Building stock	712,278.84
Real Estate	200,469.61
Tools	34,322.84
Wood	41,112.50
Stock on hand	151,438.14
Total	\$4,835,292.75
Amount and nature of indebtedness, as follows:	
Mining companies	\$116,246.88
Bonds	1,191,000.00
Total	\$1,307,246.88
Amount due this company from sundry sources	104,457.27
Amount received from the transportation of passengers, property, mail, express, etc., as per detailed report herewith	1,694,442.95
Amount of freight in tons hauled	507,922
Amount paid for repairs on engines, cars, buildings, etc., together with operating expenses, as per detailed report herewith	\$879,830.48
Number of dividends paid	12
Amount of dividends paid, as per detailed report herewith	\$750,000.00
Number of engine houses, shops, engines and cars, as follows, viz:	
Engine houses	4
Machine shops	3
Engines	21
Passenger cars	19
Freight, mail and express cars	4
Box cars	7
Platform cars	2
One car	123

EXHIBIT of Monthly Receipts, Operating Expenses and Dividends paid by the Virginia and Truckee Railroad Company for the Year ending December 31, A. D. 1878:

Net receipts from all sources per month, viz:	
January	\$153,775.91
February	180,841.86
March	154,739.06
April	143,180.74
May	128,848.46
June	122,737.24
July	118,094.45
August	118,143.41
September	129,547.42
October	154,538.90
November	143,896.36
December	126,543.27
Total	\$1,694,442.95
Operating expenses per month, viz:	
January	\$82,165.36
February	74,819.09
March	70,589.54
April	71,527.33
May	69,488.86
June	70,945.48
July	67,764.25
August	61,234.82
September	65,874.28
October	76,282.29
November	77,117.10
December	73,922.27
Total	\$879,830.48
Dividends paid per month, viz:	
January	\$75,000.00
February	75,000.00
March	60,000.00
April	60,000.00
May	60,000.00
June	60,000.00
July	60,000.00
August	60,000.00
September	60,000.00
October	60,000.00
November	60,000.00
December	60,000.00
Total	\$750,000.00

TOTAL	\$750,000.00
Total receipts as above	\$1,694,442.95
Total operating expenses as above	\$879,830.48
Net receipts	\$815,612.47
Total dividends paid	\$750,000.00
Not received	\$65,612.47
(Subscribed and sworn to by H. M. Yerrington, General Superintendent, and Wm. M. Thornton, Secretary, before A. H. Ricketts, Notary Public.)	

Now let us put this statement under the microscope for a few minutes and see if we can detect any errors or lapses in the "material representations" therein contained.

"Amount of capital stock, \$80,000,000."

Upon what facts and figures does this amount rest? When and where have the projects and present owners of the Virginia and Truckee Railroad accumulated for and in behalf of their company this six million of capital? Do they count therein the \$1,300,000 given to them by the counties of Ormsby and Storey and the Comstock mining companies? "Construction of road, \$3,695,380.82." Inasmuch as this includes (by Mr. Yerrington's own confession) the cost of relaying the track with steel rails, is the suspicion not natural that other expense accounts have also crept in?

"Bonds, (payable), \$1,101,000.00." In connection with this part of the report did not the agent of the company forget to include the statement, made by himself to the committee on last Saturday night that the company in the year 1878 had paid \$100,000 on these same bonds? And adding this \$100,000 to the sum total of dividends, is not the said total \$850,000 instead of but \$750,000, as stated in this sworn report? And is not \$100,000 so paid in the nature of a "material representation?" Also, did he not forget to add in the interest paid on \$1,200,000 in 1878?

"Amount received from the transportation of passengers, property, mail, express, etc., as per detailed report herewith, \$1,694,442.95." Are the various accounts of the V. & T. R. R. Co., with the El Dorado Wood and Flume Co., Yerrington, Bliss & Co., and the sundry other "Cos." which stand for the *alias* of D. O. Mills, lumberman and wood merchant, included in this statement—or, is the wood and lumber shipped by these closely incorporated associates "dead headed" over the road?

"Amount of freight in tons, hauled, 507,922." Does this include *all* the wood and lumber shipped over the road in 1878?

GENERAL INTERROGATIONS.

What account is made, upon the books of the Company, of the moneys donated by Ormsby and Storey Counties and by the Comstock mining companies in 1869-70?

Did not Mr. Bender let his foot slip when, yesterday morning, in trying to illustrate the unreliability of "Poor's Manual," he read, after the meager statement of the affairs of the V. & T. Company therein contained, the words "all further information refused?"

Did not Mr. Bender also let himself "think aloud" when he told the committee yesterday morning that the earnings of the road now are "not within 50 per cent. of what they were—hum, ha, ha, hum, well, just after the Virginia City fire!" Didn't he by this unguarded statement come near giving the committee a pretty broad hint of the immense amount of revenue derived from this road?

Would not Mr. Yerrington's report have been quite as satisfactory to the Legislature if he had made a statement of the total amount of taxes paid in Storey, Lyon, Ormsby and Washoe Counties on account of the aforesaid \$80,000,000 of capital stock?

Will not Mr. Mills be good enough to comply with the law so far as to file with the Secretary of State a sworn statement of the capital stock, earnings, profits &c., of the Lake Tahoe Narrow Gauge Railroad?

Would it not be in order that a statement should be made as to the ownership on the 1st of January of the Virginia and Truckee, the Lake Tahoe Narrow Gauge and the Eureka and Palisade Railroads, and the residence of the said owners? In other words, would it not be well to let the people know where all the profits of those roads go to?

IN CONCLUSION.

There is a suspicion that Mr. Mills in withholding from the people a full, frank, fair and ingenious showing of his railroad business and its profits and advantages, has done so from the fear that the public and the Legislature might be informed of the enormous income flowing into his pockets, month after month, from the industries and businesses of Nevada. The people of Western Nevada on every hand see the profitable business growing out of the wood and timber trade and the transportation of freights absorbed by their "local" railroads; they are at last made aware of the vast profits annually accruing to these railroad monopolists, and they look with amazement, while also looking to the Senate and Assembly for some remedial legislation, at the pitiful sums yearly returned to the treasury by these monopolists in the shape of taxes.

THE CHINESE BILL PASSES THE SENATE.

The great current event of Congressional legislation is the passage by the Senate of the House bill restricting Chinese immigration. The bill as passed is somewhat amended, but the amendments will doubtless be concurred in without delay. There is great doubt entertained of the President's approval of this important measure. He has shown himself so much the ally and servant of the interests and whimsies of New England and the Southern Democracy (both of which interests seem to be pretty much solid against the bill), that the apprehensions of his inimical action are well founded. In this connection we can not too highly commend the purpose as well as the purport of Senator Martin's resolution of yesterday. "Honor to whom honor is due," is the motto which goes before such an act as was contemplated there. Sargent is about to retire from the Senate. At the end of a long and useful term—almost unparalleled in

usefulness, indeed—it is most fitting that his splendid labors in behalf of this restricting bill should be recognized and acknowledged as Senator Martin sought to have them.

If Hayes does not veto this very important measure, the grandest stride toward averting the threatened danger of a Chinese inundation will have been accomplished.

We hope to see Congressman Wren's name made the subject of a commendatory resolution in this regard. The part taken by himself in this struggle has been conspicuously effective and timely; and he should receive from the Legislature of his State, upon the eve of his return to private life, the just meed of praise due to a faithful and efficient public servant.

THE PEOPLE STIRRING.

We hear it rumored that the masses of the people of Storey County, the consumers whose pockets are made to suffer in order that the Virginia and Truckee Railroad may pile up fresh millions of profits, contemplate a grand demonstration, not only in their own streets but within and about the Capital. Such things are not without precedent. Earnest men, many a time in the history of this country, have formed themselves in ranks and marched with banners flying and drums beating and battle cries upon their lips to accomplish a desired and desirable end.

A movement has been set on foot in Carson by the emissaries of the Virginia and Truckee Railroad to have the Legislature memorialized in their behalf.

Let the people who have the true interests of Ormsby County at heart—the business men and rank-and-file of the people of Carson and Empire, unite in a respectful prayer to the Legislature to pass the Woodburn bill.

LOOK AT YOUR REASONS.

We warn the people of Ormsby County, by whose money the construction of the first paying division of the Virginia and Truckee Railroad was made possible, that if the present Legislature does not pass a bill reducing freights and fares, the Mound House branch will be built. When it is built, good bye to every stage coach and prairie schooner, every wagon-maker's shop, every smithy and every corral in the county.

NARROW GAUGE TO THE TRUCKEE.

Not for any curtailing of the profits going to swell the vast riches of Mills and Company, but for the hurt that it will cause to Carson do we look with apprehension upon the project to build a narrow gauge railroad from Virginia to the Truckee. We have the very best reasons for believing that such a road will be built if the "local" roads are not compelled by statute to reduce their rates of freights.

A PUBLIC MEETING.

We believe that it is essential that our citizens should come together in mass meeting to consider what is best to be done under the circumstances. The feeling in favor of remedial legislation among merchants who have not been accorded cut rates is very strong. Every day we receive letters and visitors urging a strenuous prosecution of this anti railroad war. The people are tired of the petty tyranny of those railroads who purchase their home supplies in Sacramento, and oppress every local industry with their manipulations done in the name of the Virginia and Truckee Railroad and its Wood and Timber Ring.

Let the people who are most concerned assert themselves and proclaim their purpose in the presence of this arrogant, avaricious and merciless monopoly!

THE RAILROAD QUESTION IN EUREKA.

For some reason which is unexplained our copy of the Eureka Leader for Wednesday last did not reach us until Sunday morning. Better late than never, we reproduce the following editorial article therefrom:

Senator Doolin's attitude on the railroad question is the subject of much unfavorable comment, and if the honorable gentlemen could hear the free expression of opinion on the streets to-day, he would at once grasp the idea that his representations were based in error. When Mr. Doolin asserts that his constituents find no fault with the charges on local roads, he narrows down that element to a very few individuals. True, a petition has been forwarded to Carson signed by a number of Eureka merchants, who state that they are satisfied with the present rates and charges. When it is remembered that, as a class, they are the least affected of any of Mr. Doolin's constituents, and still further, that to escape unjust discriminations it is their policy to submit to any extortions that the railroad companies may see fit to wring out of the community, the reason for their action can be easily solved. This is a question in which neither the tax-payer nor business man figures to any greater extent than the humblest person, who is not so fortunate as to have accumulated property. It is the consumer, the workman and laborer who is vitally injured. It is this element that suffer in the end. From their daily wages comes the tax on which the corporations fatten, and makes living expenses on the Base range higher than in any other locality, open to railroad communication, in the United States. If Mr. Doolin would remember that this is a question of vital importance to every resident of this country, to all who eat or wear clothes, irrespective of the fact of their being property owners or tax-payers, and ignore the petitions of those who are least affected by the high rates, he would find himself in rapport with the great majority of the citizens of Eureka County.

This would seem to indicate that the Senator is not quite on solid ground in making his assertion that the railroad agitation in Eureka originates with non-tax-payers and like irresponsible.

DIED.

In Carson, on Sunday, February 16th, Mrs. Fumhah Chase, a native of Pennsylvania, aged 34 years and 10 months. The funeral will take place to-day from the Presbyterian Church, at 2 o'clock p. m.

NEW ADVERTISEMENTS.

MASQUERADE BALL COSTUMES

MRS. JAHN, THE CELEBRATED COSTUMER, HAS arrived in Carson, and taken rooms at the Arlington House.

Where she will furnish such costumes as are required for the Masquerade Ball of Company F, Carson Guard.

Mrs. Jahn's assortment of fancy dresses is very choice and very varied. feb18

FAIR AND FESTIVAL.

THE LADIES OF ST. PETER'S EPISCOPAL CHURCH will hold a

GRAND FAIR AND FESTIVAL

AT THE CARSON OPERA HOUSE,

ON Thursday, Friday and Saturday

Evenings,

FEBRUARY 21st, 22d and 23d.

ON THURSDAY EVENING

"Madame Jarley's Waxworks".

Will be presented for the first time in Carson. To be followed by Dancing.

FRIDAY EVENING:

Vocal and Instrumental Music.

Reading of "The Hanging of the Crane," illustrated by tableaux.

Dancing.

SATURDAY EVENING—Second and last exhibition of the celebrated, life-size wax figures. DANCING.

Lunch served each day from the New England Kitchen in the Opera House for 50 cents a meal. Music for dancing by Varney's band.

Admission, each evening.....50 cents

CARSON OPERA HOUSE.

BARTON & LAWLER, MANAGERS. BARTON HILL, ACTING MANAGER.

"THERE'S MILLIONS IN IT!"

Two Nights Only!

MONDAY EVEN'G, FEBRUARY 17,

The Eminent Comedian, Mr. John T.

RAYMOND!

—AS—

COL. SELLERS,

In Mark Twain's Comedy, supported by the California Theater Company.

Tuesday Evening, February 18,

Mr. Raymond in his great character,

PEMBERTON PEMBROKE,

The Insurance Agent, in Bartley Campbell's great play,

RISKS!

Reserved seats secured at the Opera House.

MISS LIZZIE WOODSIDES,

FASHIONABLE DRESSMAKER.

Proctor Street,

Four blocks East of the Savings Bank,

Carson City, Nevada.

Will work out by the day when required. feb15

SITUATION WANTED.

AN EXPERIENCED LADY WISHES A situation as Housekeeper, or to do chamber work in a hotel or lodging house, or to do first class cooking in a private boarding house. No objections to going to the country. Apply at No. 22, Carson Exchange. February 11th, 1879. 3*

FURNISHED ROOM TO LET.

A NICE, WELL FURNISHED ROOM IN A desirable part of town, can be rented on reasonable terms by a permanent lodger. Apply at this office. February 13, 1879.

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks. feb15

San Francisco Correspondent.....Latham & King

Carson September 1, 1877.

ATTENTION TO LICENSE.

I WILL BE PROMPTLY AND REGULARLY IN MY OFFICE

Every Day at 10 o'clock A. M.,

AND WILL REMAIN

Each Day until 4 o'clock P. M.,

And there and within those hours will issue County and City Licenses.

LLOYD HILL, Sheriff.

And ex officio License Collector.

Carson, February 8th, 1879. 1m

GRAND INVITATION

MASQUERADE PARTY, TO BE GIVEN

Company "F," Carson Guard,

At Their Armory,

(THEATER HALL),

ON

FRIDAY EVEN'G, FEB. 21, 1879.

COMMITTEE OF ARRANGEMENTS:

Lieut. A. M. Starling, Sergeant W. L. Taylor, Sergeant E. H. Culver, Sergeant S. J. Hodgkinson, Corporal A. J. Mills.

RECEPTION COMMITTEE:

Captain A. Moger, Lieut. A. M. Starling, Private H. G. Parker, Private C. E. Laughlin, Private S. C. Seville.

MUSIC BY VARNEY'S FULL BAND.

MADAME JAHN, of the firm of Jahn & Foster, of San Francisco, will be here on the 16th inst., with an elegant assortment of costumes, which she will furnish at reasonable rates.

TICKETS.....\$3.00

(Admitting Gentlemen and Ladies.)

Procureable of S. J. Hodgkinson, at the Pioneer Saloon, and of A. A. Borges, at his Barber shop, on King street.

SPECIAL NOTICE.

Great Reduction in Prices, owing to the decline in the Eastern Market.

E. B. RAIL,

OPPOSITE CAPITOL BUILDING, CARSON.

IMPORTER AND WHOLESALE AND Retail Dealer in

HARDWARE,

Iron, Steel, Coal, Rope, Powder, Shot, Fuse, Wedges, Axes, Saws, Caps, Sledges, Anvils, Vises, Bellows, Lace Leather

GLASS AND CROCKERY WARE,

Bar Fixtures, China Sets, Lamps, Chandeliers, Mirrors, Lanterns, Etc. Etc. Etc.

Agricultural Implements,

Plows, Harrows, Gang Plows, Reapers, Mowers, Wheat Sakes, Cultivators, Etc., Etc.,

Paints, Oils & Brushes,

Coal Oil, Paint Oil, Turpentine, Varnish, White Lead, Rubber Paint, Chemical Paint, Lead Oil, Machine, Castor, Neats Foot Oil, Alcohol, Etc., Etc.,

STOVES, RANGES, TINWARE,

Medallion and Laurel Ranges, Buck's and other Brands of Stove

Pumps, Hose and Pipe, Doors, Windows, Blinds and Glass, Wood and Willow Ware, Bird Cages, Pistols, Guns, Cartridges, Water, Gas and Lead Pipe.

House Furnishing Goods.

Brass and Steam Coods.

Practical Plumbers and Tinsmiths to do roofing and manufaturing of all kinds Tin and Iron Ware

Call and Get Prices—Cheap for Cash.

at 20m E. B. RAIL

NOTICE TO LIENHOLDERS.

IN THE DISTRICT COURT OF THE Second Judicial District of the State of Nevada, in and for the County of Ormsby.

Oliver Loucky and E. R. Smith, co-partners, trading as The Verdi Planning Mill Company, plaintiffs, vs. Frank Cook and J. H. Miller, co-partners, trading as Cook & Miller, and Carson Opera House Association, a corporation, defendants.

Notice is hereby given that the above-named plaintiffs have commenced an action in said Court against the defendants above-named